



Request for City Council Committee Action From the Department of Public Works

Date: October 31, 2002
To: Transportation and Public Works Committee
Referral to: None

Subject: Light Rail Transit – Traction Power Substation Screening Conceptual Architectural Design for Substation 14

Recommendation: Staff recommends the adoption of a Committee report approving the proposed architectural screening plans for Traction Power Substation (TPSS) 14, as indicated in the Released for Construction plans dated September 23, 2002 on file with the City Engineer.

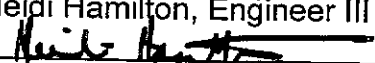
Previous Directives:

December 17, 1999 – City Council approved execution of Supplementary Project Cooperation Agreement between Met Council, Mn/DOT and Minneapolis providing for such approval by the City Council.

December 14, 2001 – City Council approved the proposed architectural screening plans for Traction Power Substations 7 (50th Street), 8 (46th Street), 9 (38th Street), 11 (south of 24th Street), and the Yard as indicated in the Architectural Review Package for the City of Minneapolis dated November 12, 2001.

October 17, 2002 – Transportation and Public Works Committee recommended City Council approval of the proposed architectural screening plans for Traction Power Substations 10 (Lake Street) and 13 (Downtown East – 4th/Chicago) as indicated in the Architectural Review Package for the City of Minneapolis dated September 20, 2002 (TPSS 10) and October 9, 2002 (TPSS 13).

Prepared or Submitted by: Heidi Hamilton, Engineer III – LRT Project


Phone: 612/673-3439

Approved: Brian Lokkesmoe, Interim City Engineer and Director of Public Works
Presenters in Committee: Heidi Hamilton

Financial Impact (Check those that apply)

- ☒ No financial impact (If checked, go directly to Background/Supporting Information)
- ☐ Action requires an appropriation increase to the Capital Budget
- ☐ Action requires an appropriation increase to the Operating Budget
- ☐ Action provides increased revenue for appropriation increase
- ☐ Action requires use of contingency or reserves
- ☐ Other financial impact (Explain): To be reimbursed entirely from NRP funds
- ☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information

There will be eight traction power substations (TPSS) located within the City of Minneapolis to support the Hiawatha Light Rail Transit Line. This report makes recommendations about the proposed visual screening for one of the remaining two traction power substations that have not yet been approved. The TPSS addressed in this report will be located immediately north of the Warehouse Station.

Substation Visual Design Approval

The Minnesota Department of Transportation (Mn/DOT) is required to submit the conceptual design of the architectural elements of the electrical substations to the Minneapolis City Council for approval per the terms of the Supplementary Project Cooperation Agreement between Met Council, Mn/DOT and Minneapolis.

The builders (Minnesota Transit Constructors - MnTC) noted in the submission of their architectural package for the traction power substations to the Hiawatha Project Office (HPO) that "substation visual design approval needs to be obtained from the Minneapolis City Council. Request for Proposal (RFP) documents included architectural design concepts for TPSS. However, Performance and Design Criteria Part 06 Section 10.2.1 states that MnTC "is not bound to a particular design concept for treating or screening substations" and "may propose other more cost effective concepts for visually treating or screening these substations as long as their visual appearance is acceptable to the community." The builder also noted that MnTC is responsible for obtaining City Council approval for substation aesthetic treatment prior to completing the final design.

Each of the substations consists of a prefabricated substation unit with dimensions of approximately 15 feet wide by 45 feet long by 11 feet in height. The prefabricated substation units are made entirely of steel.

Warehouse District – TPSS #14

TPSS #14 will be located upon the parcel immediately north of the Warehouse District Station between Hennepin Avenue and 1st Avenue North. This parcel was formerly a privately owned parking lot. MnDOT acquired the parcel specifically to place TPSS 14 upon it. The TPSS screenwall will occupy approximately 60% of the total lot area at the back of the parcel. The proposed screenwall is a painted concrete masonry unit enclosure with a painted sheet metal cap and painted metal doors into the enclosure.

The plans for the front of the parcel, the portion that will not be occupied by TPSS 14 and the associated screenwall, are not yet developed. The Metropolitan Council will construct a break facility for the Light Rail Vehicle Operators on the site. There are many design issues that need to be addressed regarding construction on the front of the site, which will block the view of the TPSS #14 screenwall from 5th Street and the Warehouse Station. Several options are being explored including consideration of

temporary utilization of this lot for First Precinct police parking until a better use can be developed.

The LRT construction schedule requires that the contractor begin construction of TPSS 14 yet this year. Therefore, screenwall design approval is being requested from the City now, prior to resolution of the plans for the front of the site. The attached letter from Mr. Mike Setzer, General Manager of MetroTransit, expresses the Met Council's commitment "to continue to work in good faith with the City to achieve an acceptable solution for the use of the remainder of" the parcel (identified as Parcel 99C). Based on this commitment from the Met Council, we recommend approval of the proposed TPSS 14 screenwall design at this time.

Cedar Riverside - TPSS #12

TPSS #12 is not being recommended for architectural approval at this time. This TPSS is located within the maintenance yard, physically located in the turnaround loop on the north side of I-94 near the Cedar-Riverside LRT station. To date, although upgraded fencing has been proposed in prominent areas, no architectural screening has been proposed for this TPSS. Discussions with the Hiawatha Project Office are continuing regarding this site to sort through contractual obligations and other City of Minneapolis priorities to determine the most reasonable approach for this site and interrelated issues.

Staff Recommendation

Staff recommends the adoption of a Committee report approving the proposed architectural screening plans for Traction Power Substations (TPSS) 14, as indicated in the Released for Construction plans dated September 23, 2002 on file with the City Engineer.

Attachments

- c: Council Member Goodman
- Council Member Johnson Lee
- Mark Garner
- Jack Byers
- Ed Hunter, Hiawatha Project Office
- Dave Showalter, Hiawatha Project Office



October 15, 2002

Ms. Heidi Hamilton
City of Minneapolis
Dept. of Public Works
350 South Fifth St. - Rm. 203
Minneapolis, MN 55415-1390

Subject: Future Development at Parcel 99C
Reference: attached drawings (3 total)

Dear Ms. Hamilton,

Ed Hunter has asked that I convey to you, and City staff, the Metropolitan Council's commitment to pursue an ultimate use and development of Parcel 99C that both benefits the needs of the Metropolitan Council, and maintains the design and development goals of the City.

As you know, Parcel 99C was obtained by MnDOT for the Hiawatha Project through condemnation proceedings. At the end of the project, ownership of the parcel will be conveyed to the Metropolitan Council. With this being the case, both Metro Transit and the Met Council's Land Use and Development group have an inherent interest in optimizing the use of this investment.

You are well aware of the travails encountered by the Hiawatha Project in trying to establish a suitable location for Traction Power Substation #14. Through exhaustive efforts on the part of HPO and City staff, it was determined that Parcel 99C represented the best choice from several less-than-optimal locations. Subsequently, with the City's input a design has been developed for the location of TPSS#14, a signals and communications bungalow, and a screen wall enclosure on this property. These details are attached as reference, and require the City's final approval in order for construction to commence in this calendar year.

I understand that some trepidation may exist about approving these screen wall plans without resolution to the issues of use and development of the remainder of the parcel. As you know, the HPO has forwarded a suggestion for temporarily placing the LRV mockup in a faux-operational setting at the front of the parcel, which would serve as a public relations outlet, and as an LRT-operator break room with attached restroom enclosure. Under this scenario, a portion of the parcel would still be available to allow limited vehicle parking for the Minneapolis police.

A service of the Metropolitan Council

At the present, many questions still exist about the practicality of this idea, and there is no way of knowing how long it may take to arrive at a use and development of the remaining footprint that is acceptable to the City. Our quandary, then, is to determine a means to pursue these development ideas, without compromising the LRT project. By our present schedule, there is still a desire to complete the TPSS grounding grid, and screen wall foundations within this year's construction season.

Therefore, in order to best maintain our mutual interests, I have asked that Ms. Caren Dewar, the Deputy Regional Administrator for the Metropolitan Council, work with the City, MCDA, and other related interests, to develop an appropriate use for the front of the property that will also incorporate the break and restroom facilities for our LRV operators. It is our goal that these issues would be resolved and fully implemented prior to LRT operations in December of 2004. Under this scenario, Mr. Hunter and the HPO can move ahead with their immediate installation of critical system components.

Consider this letter then to be our formal commitment by Metro Transit and the Metropolitan Council to continue to work in good faith with the City to achieve an acceptable solution for the use of the remainder of Parcel 99C. Please convey our intentions to your Council and Committee members, and ask for their immediate approval for the screen wall design at TPSS# 14.

Thank you for your continued assistance, please give Mr. Hunter a call if you have any questions.

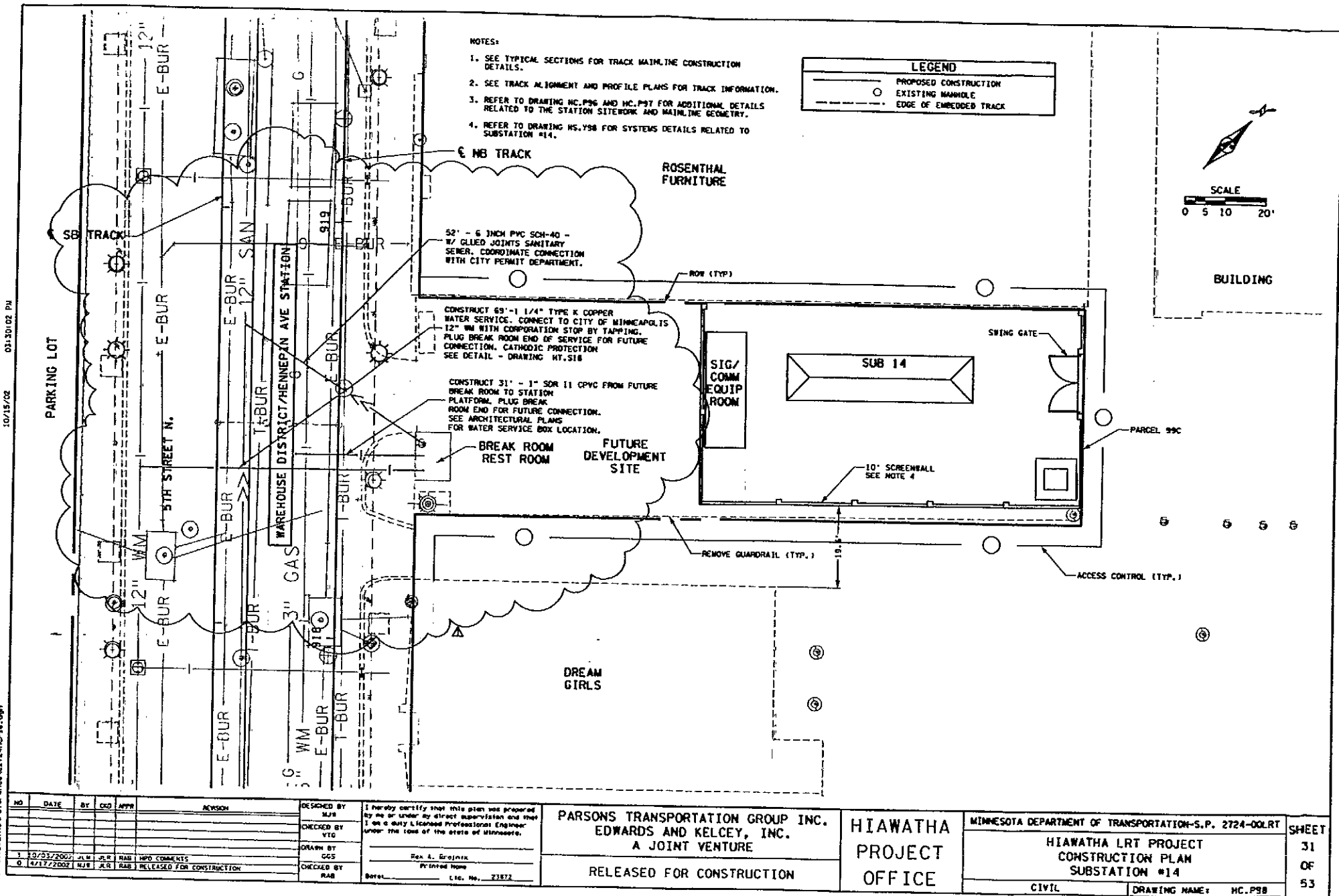
Sincerely,



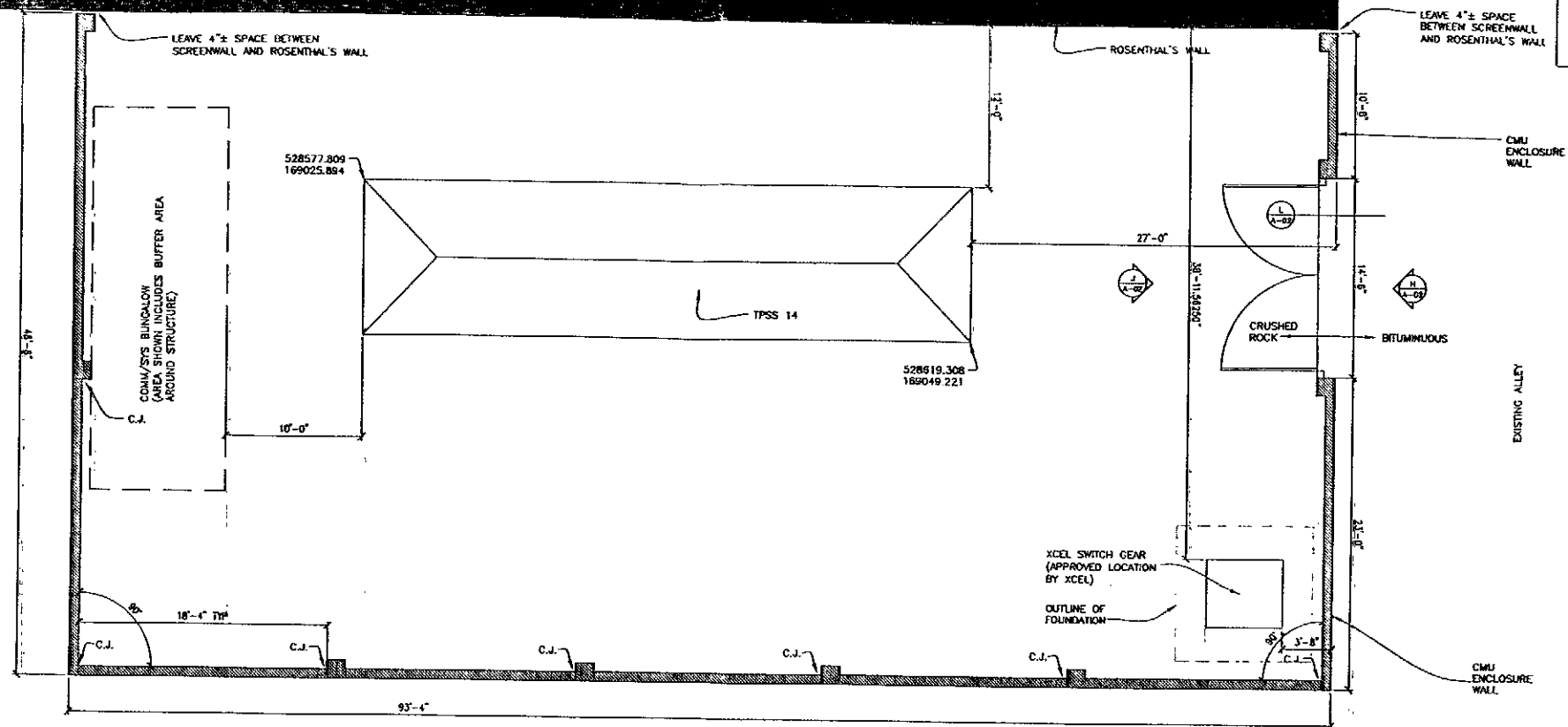
Michael H. Setzer
General Manager

Cc:	Ed Hunter	HPO
	Caren Dewar	Metropolitan Council
	Joe Marie	Metro Transit
	Rich Rovang	Metro Transit
	John Caroon	HPO

Attachments

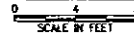


FOR REVIEW



FUTURE DEVELOPMENT
AREA UTILITIES:
WATER SERVICE TO BE
FED FROM WAREHOUSE
DISTRICT STATION
WATER SERVICE.
SANITARY SEWER
SERVICE FEASIBILITY
STILL BEING EXPLORED.

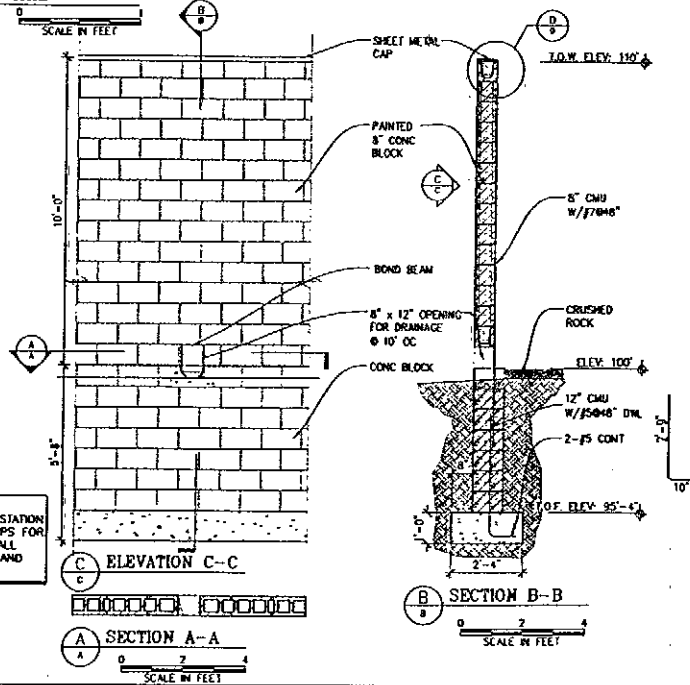
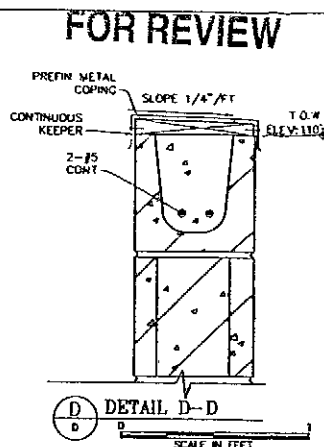
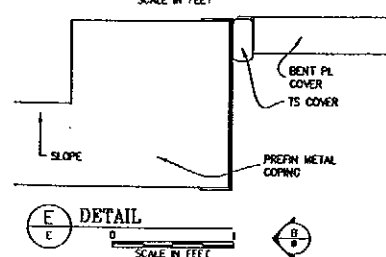
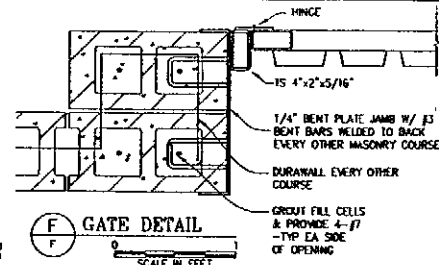
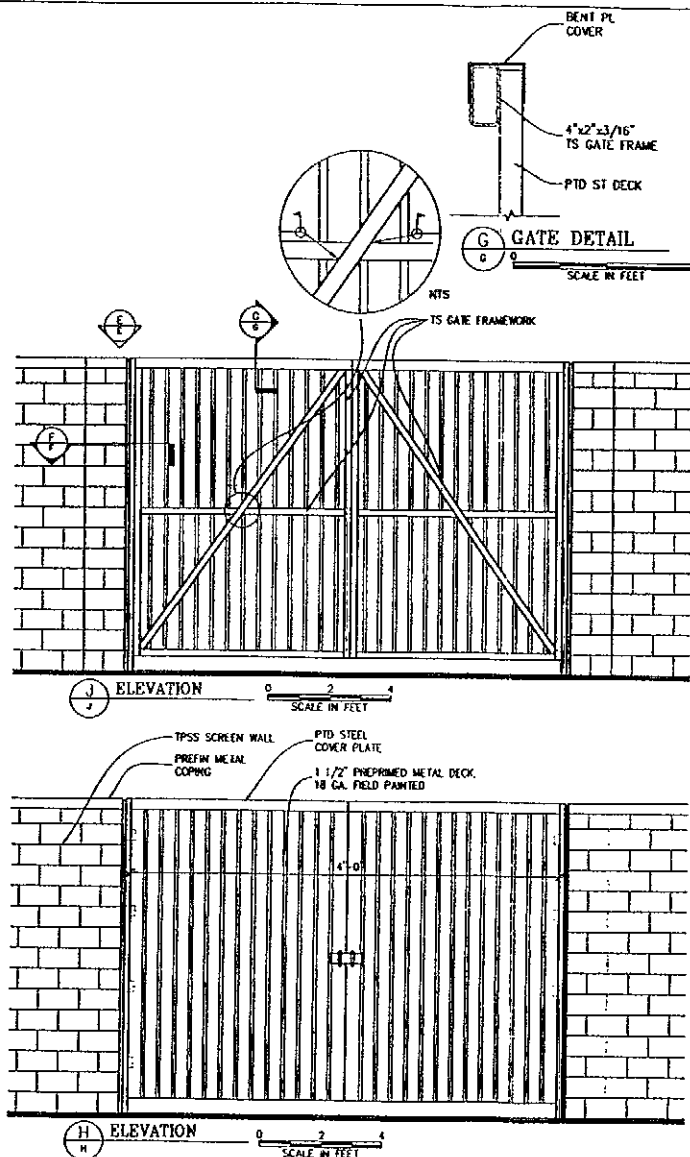
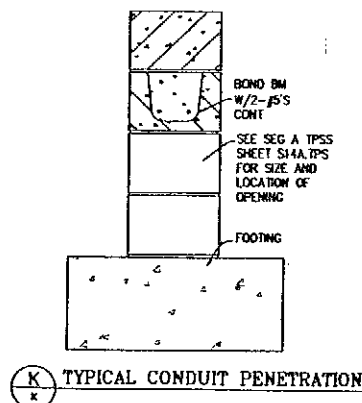
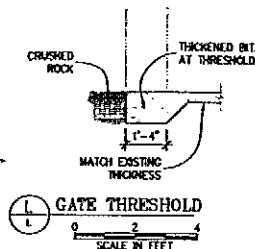
1 ENCLOSURE AREA PLAN



EXISTING ALLEY

NO.	DATE	BY	CHK	APPRO	REVISION	DESIGNED BY	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA	CONSULTANT/DESIGNER	MINNESOTA DEPARTMENT OF TRANSPORTATION S.P. 2724-00LRT	SHEET
						JRE		TRKDA	HIAWATHA LRT PROJECT	148
						PMR		ENGINEER-ARCHITECTS-PLANNERS	TPSS SCREEN WALL #14	OF
						JRE	PETER N. BRONZER	2000 12240	PLAN	217
0	8/23/02				RELEASED FOR CONSTRUCTION	CHK'd BY	Over 7/24/02	1-4 No 12387	A-01	
						PMR		RELEASED FOR CONSTRUCTION	ARCHITECTURAL	
									DRAWING NAME: S14 PLN.dwg	

NOTE TO CONTRACTOR:
UNDERGROUND CONDITION UNKNOWN
AT ROSENTHAL'S WALL FOUNDATION.



NOTE:
REFER TO SUBSTATION
DRAWING S14 TFS FOR
FOUNDATION WALL
PENETRATIONS AND
LOCATIONS.

NO	DATE	BY	CHK	APPR	REVISION
1	9/13/02	JNE	PMB	PMB	INCORPORATED S/C REVIEW COMMENTS RFA 102
2	9/22/02	JNE	PMB	PMB	RELEASED FOR CONSTRUCTION

DESIGNED BY: JNE
CHECKED BY: PMB
DRAWN BY: JNE
CHECKED BY: PMB
DATE: 9/22/02

CONSULTANT/DESIGNER
TKDA
ENGINEERS-ARCHITECTS-PLANNERS
RELEASED FOR CONSTRUCTION

**HIAWATHA
PROJECT
OFFICE**

MINNESOTA DEPARTMENT OF TRANSPORTATION-S.P. 2724-00/LRT
HIAWATHA LRT PROJECT
TPSS SCREEN WALL # 14
DETAILS
ARCHITECTURAL
DRAWING NAME: S14_TSW DWG
SHEET
148A
OF
217